

FEB 01 2000

MS. AMY CALLNER: My name's Amy Callner, and I'm a resident of the City of Chicago. And

- 1 [I would like to enter into the public record the following: First off, I would like to say that as a member of the public, I would like to say that we're not stupid and we're not acting out of irrational fear. We are acting because we're informed and we're getting informed.]

I'd like to say a couple things about this process of public hearing. The time period allowed for public comment on this statement is wholly inadequate. Today's the 1st of February. Many people have just gotten this document for the first time today. It came in a box 4.5 inches deep. It's approximately 1400 pages long. It's not enough time and an extension should be granted.

The Q and A session is not on public record. Many people, I think, come to these meetings assuming that what they ask and what they say is going to be on the public record. That's wholly inappropriate that the Q and A is not on public record. It should be made part of the public record.]

- 2 [During the Q and A session I asked several questions about transport. One of the questions I asked was regarding the assessment, regarding the environmental impact based on transport, you know, what traffic flow models were used. And the answer that I got, were no traffic flow models were used. The exposure, the risk was based on exposure per cask by number of casks, not taking into account traffic flow whatsoever. I think that's a little weird.]

- 3 [Accident data only was solicited from state Department of Transportations. This is the only kind of data that was solicited from state DOTs, Department of Transportations. Five responded. I find that very curious. I'm wondering how hard the Department of Energy worked to get this data. Traffic fluctuates. It pulses. You know, we have a local Department of Transportation as well as a State Department of Transportation. I'm shocked, frankly, that more information wasn't solicited in addition to accident data.]

- 4 [The Department of Energy must analyze the local impact of national transportation. The EIS is wholly inadequate. It's not route specific. It doesn't do an adequate job of addressing what's going to happen to the environment locally as far as transportation goes, as well as the approximately 50 million people living along the proposed routes.]

And that's it. Thank you very much.